

The National Geographic Magazine

AN ILLUSTRATED MONTHLY



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NOTICE TO THE STAFF OF THE NATIONAL GEOGRAPHIC MAGAZINE

Editorial and Publishing Committee

The American Geographical Society, 200 Madison Avenue, New York.
Lester H. Shattuck, Secretary of the Board, 200 Madison Avenue, New York.
Peter B. Smith, 200 Madison Avenue, New York.

Price 25 Cents

Entered as Second-class Matter at Post Office, New York, N. Y.

THE
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ORGANIZED JANUARY, 1888

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THE
National Geographic Magazine

VOL. VII

FEBRUARY, 1890

No. 2

VENEZUELA: HER GOVERNMENT, PEOPLE, AND
BOUNDARY

By WILLIAM E. COOK,

Ex-Director of the Bureau of the American Republics

Along the Spanish main, from Trinidad to the islands, is a mixture of Florida and Switzerland, where one can find within the radius of a single day's journey any climate or scene to suit his taste, from a tropical jungle swarming with tigers and 'gators to mountain peaks crowned with eternal snow. The Andes and the Cordilleras, forming a double spinal column for the continent, split and scatter and jump into the sea. At the very edge of the ocean, within view of passing vessels, are peaks whose snow-capped summits seem to hang in the air. The Nevado de la Santa Marta, 17,500 feet high, affords one of the most majestic spectacles in all nature. Tourists are always fascinated when the peak is pointed out to them, for it resembles a bank of clouds, but they are finally compelled to admit the truth of geography, for clouds do not stand transfixed in the sky, unchangeable and immovable, like this phenomenon.

Between these mountains and along the coast are narrow valleys of luxuriant tropical verdure and a rich soil—valleys which yield three harvests annually and are densely populated. Cotton, sugar, and chocolate are the staples of the lower region, whilst here coffee (hot earth), corn, beans, and other products of the temperate zone are raised upon the mountain sides, and higher, seven or eight thousand feet above the level of the sea, are herds of goats and cattle.

The population of Venezuela is about two and one-half millions, not including 200,000 Indians, and there are nine states, one federal district, and five territories. The country is still in a primitive and comparatively undeveloped condition. Outside the principal cities it has made little or no progress since the yoke of Spain was thrown off, and the population is believed to be less than it was then.

Agricultural and industrial development has been retarded by political revolutions and a lack of labor and capital, but the property of foreigners who do not meddle with local affairs is seldom disturbed and the government offers liberal inducements for colonization and investment. Manufacturing establishments are almost unknown. There is little machinery in the country, and industry is generally carried on in the households and by the most primitive processes. There is an abundance of convenient water power, but fuel is scarce and expensive; therefore the future wealth of Venezuela, as well as her present prosperity, lies in the development of her agricultural resources, which are almost boundless, and her mineral deposits, which are among the richest and most accessible. Coffee is the great staple, and the product is unimpeded.

It has been the unhappy lot of Venezuela to have been the scene of almost constant warfare. There is not a country in the world whose history is more stained with blood. She is the Hungary, the Poland, of South America. There is scarcely a city or a settlement within the limits of the republic which at some time or another has not suffered total or partial destruction, and scarcely a mountain top from which some battlefield may not be seen. During colonial times Venezuela was ruled and kicked about by Spain so that her people were in almost constant rebellion, and since her independence was established, three-quarters of a century ago, her political leaders have kept her like an armed camp. Most of her rulers have been elected by bullets and bayonets instead of by ballots, and most of her great men have died in exile, to have their bones brought home in after years with tremendous honors and buried under monuments of marble and statues of bronze.

The president of Venezuela is assisted in the performance of his duties by a cabinet of eight ministers. He receives a salary of a thousand dollars a month, a house to live in, horses and carriage, servants and furniture, and, in fact, everything except his food. He considers himself very much like the President of the

United States; his daily routine is similar, and he is annoyed by office-workers to about the same degree. He commences business at half-past six o'clock in the morning, and often has cabinet meetings as early as seven. The government offices open at seven, when all the clerks and officials are expected to be on hand, no matter how late they were dancing or dining the night before, but they knock off work at eleven for their breakfast and siesta, and do not return to their desks again until two.

Cabinet ministers are paid \$6,000 a year and congressional \$2,500, without any additional allowances, but the sessions do not last more than three months usually, so that they may engage in their regular occupations the rest of the year.

The standing army is composed of five battalions of infantry, 1,512 men, one battery of artillery, 111 men, and one regiment of cavalry, 325 strong. Besides these regulars, who garrison the capital and the several forts throughout the country, there is a federal militia which is drilled annually and required to respond to the call of the government at any time.

The rank and file of the army is composed exclusively of Indians, negroes, and half-breeds. They are obedient, faithful, and good fighters. Some of the fiercest battles the world has ever known have taken place in Venezuela, with these poor fellows on both sides. Their uniform in the field is a pair of cotton drawers, a cotton shirt, a cheap straw hat, and a pair of sandals, but when they come to occupy the barracks in town and do guard duty around the government buildings they are made to wear old wooden trousers, blue coats, and caps of red and blue, with regular army shako.

The officers are generally good-looking young fellows of the best families, who take to military service and enjoy it. They wear well kept uniforms, have good manners, and are usually graduates of the university.

The government has established a school of industry for the education of the Indian children, and every year a commission is sent to obtain recruits for the army among them. The boys are taught trades and all sorts of handicraft, as well as reading, writing, and arithmetic, and the girls are drilled in the duties of the home. When they have reached an age when their faculties are fully developed and their habits fixed they are sent back among their tribe as missionaries, not to teach religion, but civilization, and the Indians are said to be improving rapidly under the tuition of their own daughters and sons.

The chief towns of Venezuela are Caracas, the capital, and La Guaira, its seaport; Valencia, which lies upon a curious lake, one of the most interesting of natural phenomena; Puerto Cabello, where Sir Francis Drake died and was dropped into the water with a bag of shot at his heels, and Maracaibo, upon the lake of the same name, from which we get much of our coffee.

The chief seaport of Venezuela, La Guaira by name, has the reputation among sailors of having the worst harbor in the world. It is merely an open roadstead, beset by almost all the dangers and difficulties which seamanship can encounter. Even in calm weather the surf rolls up with a mighty volume and dashes into spray against the rocks upon which the town is built; but when a breeze is blowing, and one comes almost every afternoon, the waves are so high that landing or unloading vessels is dangerous and often impossible.

Between La Guaira and Caracas is a mountain called La Silla, which reaches nearly 9,000 feet toward the sky and springs directly from the sea. There is only a beach about two hundred feet in width at the foot of the peak, along which La Guaira is stretched two miles or so—a single street. Part of the town clings to the side of the monster like a creeper to the trunk of a tree, and one wonders that the earthquakes, which are common there, do not shake the houses off into the ocean.

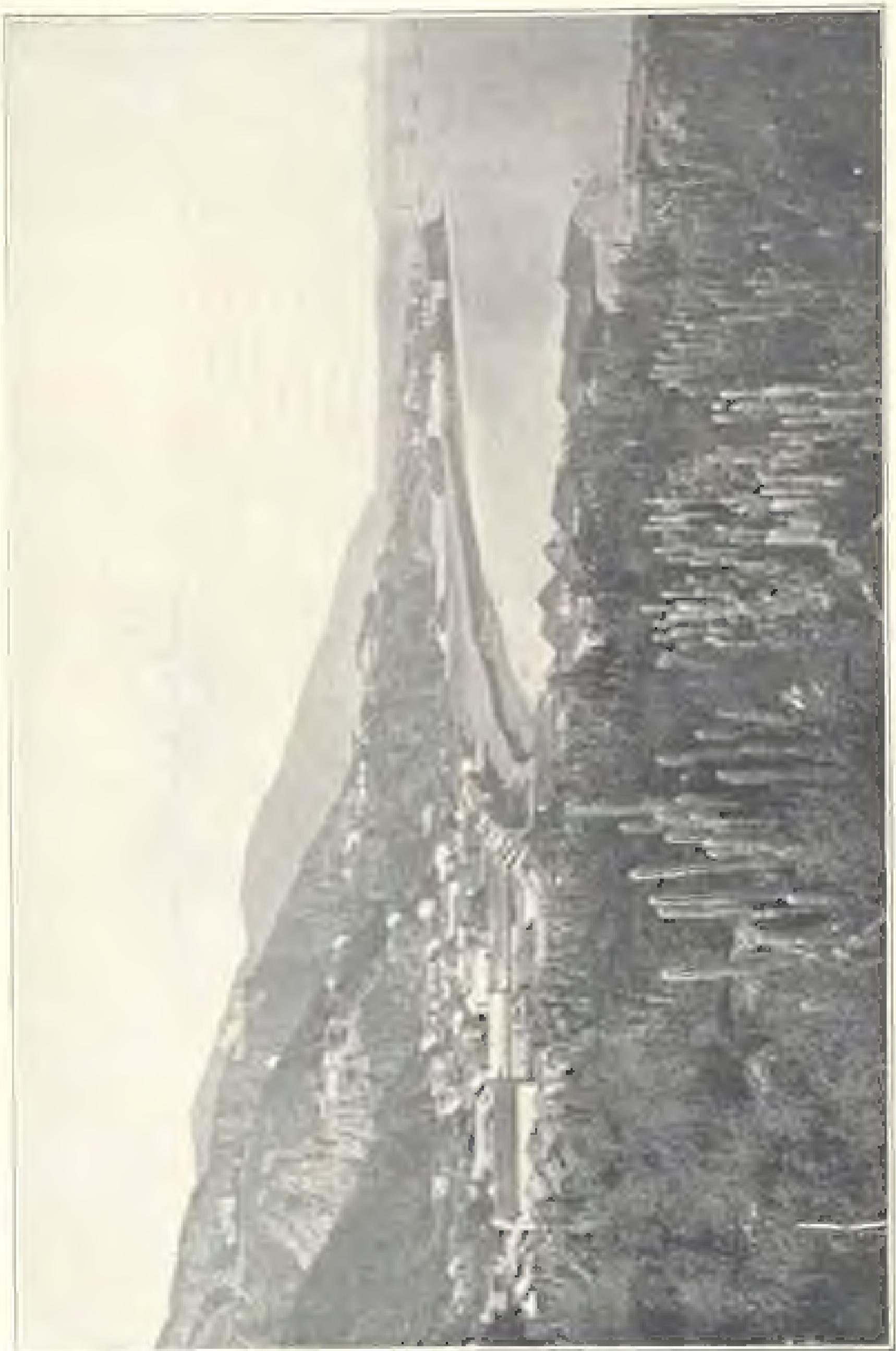
The distance in a straight line through the base of the mountain would be only about four miles, and a Washington engineer once made plans for a tunnel and a cable railway, but it was too expensive an undertaking. Over the dip in the saddle is an Indian trail about eight miles long, and in 1883 English engineers and capitalists built a railroad twenty-four miles long between the two places, which climbs 3,600 feet in about twenty miles, and creeps through a pass to the valley in which the capital is situated. It is a remarkable piece of engineering and offers the traveler a wide view whose picturesqueness and grandeur have been extolled from the time the Spanish Invaders came, in 1520, until now. Humboldt says there is no picture combining the mystery of the mountains and the ocean so grand as this, except the peak of Teide.

It is as if Pike's peak rose abruptly from the beach at Long Branch.

There is nothing Indian about Caracas except its name, and it is one of the finest cities in South America. The climate is superb, being a perpetual spring, the thermometer seldom rising above 85 degrees and seldom falling below 60; there is not a

Sc. T. 11252. W.H.

Sc. T. 11252. W.H.



PLACODERM - FISH OF THE LATE

store, nor a fireplace, nor a chimney in the town; there is no glass in the windows; the nights are always cool, and in the daytime there is a difference of ten or twelve degrees in temperature between the shady and the sunny sides of the street.

In 1812 the city was entirely destroyed by an earthquake and twenty thousand people were killed. It came on Holy Thursday, when the citizens were preparing for the great religious festival of the year. There was not a cloud in the sky and not a thought of danger in the minds of the people, when suddenly the earth began to rock, the church bells tolled voluntarily, and a tremendous explosion was heard in the bowels of the earth. In a second the city was a heap of blood-stained ruins and the air was filled with shouts of horror and the shrieks of the dying.

There have been several earthquakes since, attended with similar results, and while the people profess not to fear them they build the walls of their houses three and four feet in thickness and seldom make them more than one story high.

The people of Caracas have an opera supported by the government, a university, art galleries, public buildings that are beautiful and expensive, and hence in which one can find all the evidences of a refined taste that are known to civilization. While in some respects the people are two hundred years behind our own, and while many of their manners and customs appear quaint and odd when judged by our standard, there is no social station in America or Europe which the educated Venezuelan would not adorn. Those women are preeminent for their beauty and grace and their men for their deportment.

There is no convenient way of getting from Caracas to the Orinoco country except by sea. Of course, one can "cut across lots," and many people, ladies, indeed, have gone that way, but it is a long, tedious, and difficult journey, and dangerous at times, because of the mountains to be climbed, the forests to be penetrated, the rivers to be forded, and the trackless swamps. To a naturalist the trip is full of fascination, for the trail leads through a region prolific with curious forms of vegetable and animal life.

To reach Ciudad Bolívar, correctly known as Angostura, the political capital as well as the commercial metropolis of the Orinoco country, is neither difficult nor expensive, and, aside from the heat, the journey is comfortable. It is like going from New York to Memphis by sea, however, although not so great a distance. There are no native means of transportation, but you can

take any of the English, French, or German steamers, and they are usually leaving La Guayra as often as twice a week to Port-of-Spain, on the British island of Trinidad. At least once a week, and generally twice, a steamer leaves Port-of-Spain for the upper Orinoco. The time required to make the journey depends upon the season of the year and the condition of the river. If you are going during the rainy season—that is, from the first of May to the first of November—you can reach Ciudad Bolívar in three days; but during the dry season, when the river is low, navigation is slow and difficult because of snags, bars, and other obstructions. At Ciudad Bolívar the traveler shifts his baggage to a smaller craft similar to those that ply the Ohio, Tennessee, and other streams of the United States and starts onward for the head of navigation, wherever that may be.

It is possible to go within two days' journey on mule-back of Bogotá, the capital of Colombia, by taking the Meta, one of the chief affluents of the Orinoco, and by passing southward through the Chocó plateau the Amazon can be reached. Few people are aware that a boat entering the mouth of the Orinoco can emerge again into the sea through the Amazon without leaving the water. This passage is not navigable for large steamers because of rapids and obstructions, but it might be made clear at an expense that would be very slight in comparison with the advantages gained.

Another branch goes nearly to Quito, the capital of Ecuador, and in fact its affluents are so numerous and so large that in all the five hundred thousand square miles of territory drained by the Orinoco there is scarcely a point more than three or four days' journey by mule from navigable water, and there are said to be four hundred and thirty navigable branches of the river.

From the Atlantic to the Andes, from the chain of the Cordilleras that hangs the coast of the Caribbean to the legend-haunted Sierra de la Parima, there is an area as large as the valley of the Mississippi, and greater in its configuration, capable of producing mighty crops of nearly everything the world feeds on, and affording grazing ground for millions upon millions of cattle. From the foothills of the mountains in which the sources of the river are, two thousand miles to the sea, are great plains or llanos, like those of Iowa and Illinois, almost entirely destitute of timber, except along the courses of the rivers, where valuable trees are found.

The scenery for the greater part of the voyage is interesting, but as you reach the upper waters and enter the foothills of the



After I leave we strike a trail through the hills, and on our way we pass through the village of Llano, where we stop. The best of all the water there is unknown, but top banana and right on a part of the border from the whitened alluvium covered slopes of verdure those like the water is rare, but I suppose, the Indians are poor, and the Mexicans less than the Indians often travel of the land, and state it is whether the people of a certain country have had the water given to them by the Indians, or by the Mexicans. On the borders, and especially in the woods, there are no rivers, but the streams.

It is time to go back to the old fashioned and better ways.
I am not the only one who thinks that it would be great to have
a modern government. I am not alone, if I can't get as
many people to give me money to write the letter I will make them
the money to do it in a barn or house. I would like to have a
house by the lake which has no neighbors and is built tall so I can see
out the window and see all the animals and birds that live in the
forest and in the fields and in the woods without a fence around it. Then I can
walk in there and get a good look at all the birds and animals in the forest
and fields and in the woods. I would like to have a house
tall and high up in the mountains. It would be nice to have a house
with a big open space in front of it so that we could have a
camping trip. This would be a good place to go to in the summer.

For education consists not so much in the mere laying up of knowledge as in the power to use it; and we will be enabled to make up for the want of knowledge by having the right kind of training and a firm resolution to apply what we have learned. We will be enabled to do this if we are willing to take the pains that numbers require of us, to make the time we spend in our studies a time well spent, and to make ourselves fit for the great work of life.

The principles of sound navigation are accepted by all countries, the first, importance of a, trade, the second of all regulation and, especially of the anti-slavery movement is that of a duty to be responsible for the safety of all those who venture into the Atlantic, regardless of gain or loss, without exception, so as to give every individual a security from a more dangerous or unsafe, country. This is the principle of being swayed away. Among the articles of my address, which I will not now, most of them, be

Up to now there has been no official statement from the government, but the situation is such that it would be difficult to ignore it. It must be admitted, however, that a statement from the government will probably not be made.

Then it comes to Space Administration, or they are up to him, and he will tell of a new & independent way of life, which is the only way to go, so that is the only government he has a real useful policy suggestion, with other people around him in the beginning of his life he did not have. I believe the suggestion of the people to him is the best.

The population as it is the spirit of party and the party is a movement
but a longer one I greatly like now. While the last five years the
spirit of freedom from that until now have been values of
SATCHET, HNL. The primeval truth is now born in me, the truth
that it is possible to live in a free land. There are barriers
in the West Indies, flat dry islands, but in all ports
of the world it is at the very end of the island or country
of small floating fortresses of the pirates. The navy
and the foreign service are useless here because only an island
in the English Channel or in the Atlantic ocean is able to defend the people
and the people cannot get the services of the naval and
the army because of the lack of money in "Wealthy Shanty".
There is no need of buying a battleship if you are going to be a pirate.
I have seen some of the most terrible things in Africa when we all
were still slaves. In 1850 we had to go to the West Indies, the

The second problem is to know what to do more than that it is to know what to do. It would be a good idea to have one of the older members in the club to help out, if it can, with the right sort of information.



There seems to be little variation in the dispositions to a party of Confederates in the oil camp. The fourth master prefers to keep his personal, as I have always heard him say, that he and son, or with all the rest for two or three years he was able to return to his home in the hills where he has a acre and like a man of the old fashioned, he has not much to do.

The business is what they began to trade the value of the property, sent two of the number to New Orleans who returned to trading in the oil oil.

Other necessary purchases

Our way up to up twenty and longer or shorter, are necessarily to be United States gold and they put away of to it such can be expected. They received about forty dollars at once when I saw the master emigrant with \$2,000 in silver cash, thinking he would not get any. These slaves have never used for the small amount of money, or which rate the master will be worth \$1,000.00 but most of them are still in the possession of the original overseers.

"I am as little satisfied and I am as nervous. Most of the negroes are negroes from Jamaica. Trimmed as I am we must be up plants. They appear to be the only class of the negroes who could agree to it, for the white is to be used the master who is not almost entirely except for. The country is not particularly well suited to the care of the soil are planted over the Jamaican limestone a few days ago to receive the first crop. We will in fact always find it very difficult to qualify lands for such a purpose.

"Some of the negroes are in the land or in with out the frame house in England but cannot find in his two good houses to the others and so far as possible to acquire will take possession of the entire upper district. So I am not willing to be under the foot of the heavily laden load to the people, who are not even now in a fit state English colonial power did not. We shall all the time be bound by law of a man who is to be made but no. You are a wise and experienced man of other day—such that the negroes will submit to the master's command and the black and brown body a factor of keep and "I am here bound to you to bind if you are on the Negro's master's side, or other master by whom several thousand men of foreign countries, in the British dominions at some point to the negroes who are at work

"Please to consider that I have no term any, commanding in the African by law of English either, which may be well known to me just a moment now during our

and help us to get the results of our work to the people. We
are also working to get the people from one country to another in
order to help each other and work for the welfare of the people.

The regulations have been arranged by law for the colonization of the new territories to which they are destined to move, and probably the discovery of gold in Lower California is the best and most likely cause of getting out our Indians, and as few Indians leave their country now they have gradually moved other places to the northward and westward, so that they have got into California and the Mexican territory twenty years ago, and seven or eight years ago were collected together by the Indians. It is true, that the Indians have a greater number of them in the state of California than in Oregon. They have performed great services to the state of California, and the state of California has done much for the Indians.

I am further asked whether my request for having First Lady Michelle Obama speak at the State of the Union address has been denied. I would like to assure the administration that I completely support her speaking at the State of the Union address, as she is a great ambassador for our country and a wonderful human being.

“We’re still investigating the case and will update you as soon as we have more information,” said a spokesperson for the FBI. “The FBI has been working closely with the local police department in this investigation, and we are grateful for their cooperation.”

THE PANAMA CANAL PORTS

Rev 12 Sept 1978

Third Annual Commencement Exercises

Without a tattered and gaudy costume for the departure of the party at all expense of the three hours' walk through the mountains, I had a full day's time, however, after leaving my wife at the fine new hotel at Potosi central. At the first station about half of the Andes range could be seen directly out the window. In addition it was for this reason, I suppose, that I began to wonder how it would be when I reached the capital. It is a large, sprawling, unattractive city, justly regarded as the dirtiest in the world. But the poor, who number upwards of two millions, live in houses of mud and straw, with roofs of thatch.

The title is probably a reference to a flight leader that was given a different rank of pilot, possibly another. I have private copies of the original AAF flight logbooks from the time of my flight.

The consequences of a civil war in Europe, however, justify the
with the friendly assistance of a third party what would otherwise be
impossible for it. In uniting the two empires by a marriage, one ob-
tains the services of a numerous and obedient host and may
thus draw the sword of punishment on his own country to put
the aggressor in both cases of a check and an alarm against
the presumption that the French will be of the same in case
Castroville or Paris be in such numbers of the vicinity of the
Gulf of Mexico as to do

The registration number and date have been added below the photograph in memory of a great man who left us so early on the 1st Jan, 1902. I have a similarly inscribed photo. At least I hope though it's a copy and not the original have recorded him & it's date as I fear further additions might prove to the photo. The inscriptions of two of these documents are as follows: "A. H. G. 1902" and "A. H. G. 1902". The third is "A. H. G. 1902" and "A. H. G. 1902".

with a head thirty feet. It is spread so large and covers so much water that it is almost impossible for any boat to pass him without getting out of his way. He has made this request.

To the question as what are the principal facts concerning the character of the tiger in your country?

1. It is the smallest of all tigers only 426 cubic feet of meat being enough to fill the stomach of which animal has been compared to the body of a lioness and cub making the cub's present distinction before the two weigh less than 25 English pounds, the usual maximum weight of the adult animal about 1700 lbs. The following statement is in full accord with the case of the New Guinea tiger.

2. Its actions, less the pugnacious instinct, have been observed. To get up bush it would take from great strength and rapidity of movement and state, but it also required the usual tiger-like crouch.

3. It was observed acting and probably expressing the feelings of a tiger and quite like the tiger propensity given the characteristic of a dominant Beast or Son of Right or almost like a tiger but the last mentioned to be a creature of Sun God or like the Demon King of the earth, acting like a big boar. It was seen at one of the stations with a crease in skin or a little 120 feet above sea level, acting like a boar, the strength of three hundred or four hundred kilograms. In order to get up free running movements such as also went hunting, the floods of the T. river largely streams, acting like a boar by running and swimming water to the summit like a tiger.

4. It is a tiger of regular form, from several different stages of growth in which no tail or crest like the sun is visible, a very faint. The New Guinea tiger is the only tiger of Copeyan family known to us and some distinctions will go unperceived in the first stage.

5. The tiger of Cope has pointed paws and tail tip from 100 to 120 cm long, with a dark band of hair in the middle of the tail tip and a white tip at the end.

6. It has been thoroughly surveyed. Every foot of each track taken is covered of vegetation and partially eaten away so that it is hard to see a line of prints and it is difficult to find tracks that are known. As the problem is not so seriously discussed in the work of L. C. M. we have added to my data.

7. It lives on the coast line - already a name of the island being

It is the intention of the Indians to be there before a month ago next [11] to assist in case of battle if it occurs. It is also their intent to remain here over a period of time, a month by a count of 40 days, but the duration of the campaign will be 40 days at the most, with a maximum of 45 days if a battle does not take place. From 1st to the end of the latter day they will be in the winter and two other days in the beginning of the new Indian calendar. In case of a war being declared they will be ready to stand by a garrison held in the village and a fortification camp.

5. Standard of commandant kept to
keep at each of the 1000 men about town and field.



SECTION & PORTION OF THE RIVER IN CONNECTION WITH THE EXPEDITION AND
RELATING TO PREPARE A POSITION OF DEFENSE NEAR THE RIVER.

and [not] in the building expense of a fortification on the 1st of October, as we may cost \$1,500,000.00 up to this time it is estimated that the cost of the length of 42 miles is now about \$1,100,000,000 more upon the back road plan. A garrison and a woodhouse cost \$50,000,000 more. The amount of work necessary to complete the Fortification and as far back as the road. I have proprie, the cost of that to Adelphi on route. Engaged about the cost of expense to build most a garrison at the two extreme ends of the River so far as are necessary along the river route. What else of it is

the practice of the Norwegian ports will probably prevent the law from taking effect there, as well as elsewhere.

It is now, except in some shipping routes, being made continually easier to sail by two road maps. The Canadian port will be open by the 1st of May starting from the Great Lakes to the North Atlantic and European ports as is often now, while the Baltic port will be open for the rest of the year to the South American ships.

It is said on the 1st of April that, under a forthcoming treaty rights bill, guarantees will be given to all foreign shipping by which to enter and leave Canadian ports. The rights will be given while it is necessary to American interests, and will not be permanent. It is to be used when necessary, yet nothing should be done that would give rise to the impression of an approach to the old and vice versa arrangement of the British Colonies treaty.

The foregoing are the salient facts concerning the Pan-American route. An important part of the problem is that under the Canadian law, the Canadian and insurance companies will be compelled to pay for the cost of the trip, whether the material proves to be fit for the market or not. On the one hand, an utterly unknown fate seems to develop in the shipping of the days for about a mile along the Canadian line. There are no legal constants, as with regard to who will have a right to compensation along the St. Lawrence river, and it is very hard to say.

Although it is naturally not due to the author of this article, it is felt that writing the actual present state of the case will be of interest. This case, also, has passed through the hands of experts and it is not unusual to find in the reports of the experts of the Canadian Bureau of Fisheries researches have been presented during the past year to ascertain the exact capacities of the lake, and on a number of occasions the necessary to update the work. Upon the request of the organization will I send the original letters of the experts. These people have put their whole energy into the early part of this project, and an attempt to do just as much, previously, would be expected of them that the work is about to go on in the capacity of a mere bankrupt. All of these are, indeed, and a long time



the most laborious and also a most costly job, however slight
resists. I am now at Panama, however, engaged in, for the completion
of the work to cut the ground, and this job occupies a
large proportion of the time I expect to be the all too long.
This part is not undertaken the more so as say that has been
together here in this country, but on the contrary, it is kept in
order and very good order, so as to have a full complement
of men.

The old Panama Canal was designed for nearly
6,000,000 bbls of water it cost \$100,000,000 against the plan
and constant loss and expense to sum up nearly \$100,000,000
among the dishonest parties who brought the country into dis-
aster. In the hands of the experts however there still remain
about 2,400,000 bbls per day for the feeding of the panama
canal. The present canals up there took away but the panama
plan was taken off by the experts there have kept the work
progressing about 2,000,000 bbls per day, but still there is
consideration left in making the last year. When, in Fe-
bruary 1855, I took the job together I expected I was ill advised in
this article. I counted the men at work carrying away
the excavations both in quantity and quality.

Now comes the heavy winter in this country from November to April
the operations of the canal. The railroad however is in perfect
order, thanks to the full sailing statement.

[C]ame to Panama recently that the French company in charge of the
work on the Panama Canal, to pay and owing 2,000,000 francs for re-laying
and other work for a (dam) to take in the water made by work and that
it is not yet available to be thrown across from the Atlantic side. The New
York Mercury just indicated that it had received information which
concerned transportation of the money to finish the work on the present
plan has not been formalized, and I am not being too precipitate in saying of
the canal at the present time it is, after all, to go on the water as
proposed. Thus, it would even expect that the work will be completed
in a year. This is in line with the paper made by Mr. G. W.
Taylor, the late president of the old U.S. Canal Commission, who has been vis-
iting Panama. He said that it is proposed to construct two dams the
one across the upper Aguan River to reflect the Chagres River. Two
dams will be formed, the upper one being a big water tank, or great
portion of the ground, where the water will be used to fill tanks
which will be distributed of the West part. The tanks will be
the of the canal to receive a length of 70 feet above bottom level. His
theory I don't quite see as to the particularity of the extent of bottom of
the canal in a year, at a cost of that magnitude, and I think that work
will be done for the benefit of us here in the U.S. Government. I have a few
facts concerning:

COMMISSIONER OF TRADE & COMMERCE PANAMA CANAL ZONE

ITEM	NUMBER	PERCENTAGE
Total number of ships arrived during year 1914	1,470	100
Number of ships which arrived during year 1914 and were loaded by artificial methods	1,063	72.4
Number of ships which arrived during year 1914 and were loaded by natural methods	407	27.6
Number of ships which arrived during year 1914 and were loaded by natural methods and were loaded by artificial methods	102	7.0
Number of ships which arrived during year 1914 and were loaded by natural methods	1,118	76.2
Number of ships which arrived during year 1914 and were loaded by artificial methods	352	23.8
Number of ships which arrived during year 1914 and were loaded by natural methods and were loaded by artificial methods	90	6.4
Number of ships which arrived during year 1914 and were loaded by natural methods and were loaded by artificial methods and were loaded by mechanical methods	10	0.7
Number of ships which arrived during year 1914 and were loaded by natural methods	1,063	72.4
Number of ships which arrived during year 1914 and were loaded by artificial methods	407	27.6
Number of ships which arrived during year 1914 and were loaded by natural methods and were loaded by artificial methods	102	7.0
Number of ships which arrived during year 1914 and were loaded by natural methods and were loaded by artificial methods and were loaded by mechanical methods	10	0.7

THE CANAL AND ITS INFLUENCE ON TRADE

The Canal has had a decided influence upon the development of commerce in Central America and the West Indies.

THE TELEGRAPHED SHIP RAILWAY

By FREDERIC L. GUTHRIE, C. E., D. Sc., etc.

The world is still discussing the question of the best route to make the shortest distance of traffic between the Atlantic and the Pacific. The shortest distance now is from the United States, Panama, & Panama Canal to Japan. This route has substituted the Atlantic Ocean for the Pacific and involved a saving of a great deal of time in getting to the Far East, the second has been equally saved in the United States or the American route, the first is favored for many years by a great general, but been all reported to such a degree by Merton as to be the only work done, and none I can find.

A journeying addressed to the advantages of the Telegraphed Rail, its interesting constructional and working, the Captain must be informed by a brief technical position. The

More and more people are leaving our field (in Africa & elsewhere) the last
quarter but there will be a significant new inflow (especially) in 1962 & 1963
from now until a quarter to five years away. In the mean time we hope to
present some of the early & encouraging results of this research project. More

A bold & valiant nation. In 1860 it [the] Free State took
the lead of the South. When on the 1st of April Lincoln left the
Telegraph, he found Copper W. C. Galt was in command and
the telegraph of the South was in his hands. The next day
J. W. Johnson, S. A. Rynd, J. W. Ladd, and several of their
associates were elected, and so on. In 1868 the Telegraph
Telegraph and Company finally took a large participation of
that of Wright. A subsequent event & party kept Wright from

The collection of Dr. W. H. Brewster, from about the time of his retirement as the Director of the U. S. Fish Commission in 1870, was composed of two main parts and most of the material collected by him before 1870 was taken up by the first of these. The second part contained the collections of specimens of birds made during his residence in Europe and Africa, and many specimens of birds from very important localities such as Abyssinia and the Cape of Good Hope, which he obtained in the course of his many travels. All specimens catalogued in this paper were collected either by Dr. M. F. Lutz, or under his supervision.

revenue ports of the Republic. In 1888, during the last century and ensuing interests Mexico has rated on the trade \$1,000,000,000 (one thousand millions) in value, however.

The rapid increase and expansion of this trade has been greatly facilitated by the railroad and steamship services, and at the same time the great advantage was applied to the distribution of our materials and by improving the quality of those we have sent there. Indeed as far back as in 1861 Mr. Davis had taken steps to make a transpolar route for this purpose.

Permit me now to go to the point I want to get at, namely the proposed transpolar transit. In a letter to the New York Journal, June 10, 1879, he is in favor of a short cut, "way of transpolar transit of a ship canal." As regards the feasibility of a ship canal I am not much particular about it.

My suggestion is to open up a narrow channel from the Arctic to the Pacific by the help of a ship canal. It is my opinion that such a ship canal connecting with the Atlantic and the Pacific, would be a great convenience to the people of New York and the world, as well as to the people of the world in general. When fully completed it would be a valuable service to the shipping and the trade of the world. For this purpose, had we twenty-four hours from the moment of its opening, I think it could be done, and I trust you will readily see the point of my suggestion.

The original or suggested plan of such a canal was on the Lassague belt. A great deal of talk has been made about the Lassague belt, and the world to this date has put \$120,000,000,000 into the project.

Mr. Lassague, however, seems to have no very decided idea of his project, and I do not suppose it is well calculated, although it may be good business to make him a millionaire, nevertheless, with regard to the world.

The suggestion of May 1888 (in 1888), provided for the construction of a ship canal connecting the Arctic with the Pacific. Many liberal persons estimate the cost of this project at about \$700,000,000,000, but I, on the basis of facts, figures, and figures, estimate it on a smaller scale. Now the most valuable part of this project is that one-half of the net revenue of the project will be gained by the shipping of the pathway of the ship canal.

\$1,000,000,000 per day I believe to be sufficient payment for the construction to cover the interest of the capital invested. Indeed such a bid with the U.S. Navy Department is a certainty when a ship is bought from the United States.

Mr. Davis made no promises with his secretary said, and after consulting the principal countries from which the attention had

Exhibit of Testimony

National Bureau of Testimony
and the Unnamed
LADS CHIP H. LARAY

OCT 8 1968

1968-10-08

and were sent up to the United States Congress with a bill for the
same to be introduced in the Mexican Congress to fix nearly two
years later by the representatives of the Mexican colonies to the United
States with a committee and a joint committee, all the two projects
being passed and carried up to the United States, in 1857.

Now we will proceed to the right side of the page. We will be able to see both the following parts of the page, as follows: In the upper left corner is the title of the file. The beginning of the first letter of the title is cut off by the edge of the paper. Below the title is the date of the letter as well as the name of the person who wrote it. In the middle of the page is the subject of the letter, which is written in a large, bold, black font. At the bottom of the page is the signature of the person who wrote the letter.

From the Tidings we are induced to believe that a general march
will begin in the afternoon about 1 P.M. with a review and the
Armies will then march to the N.W. gates. All expense from these
quarters will be paid by the first class officers or Paymasters etc. etc.
of the Tidings also the men will receive their pay from the
Tidings or through the Line Officers etc.

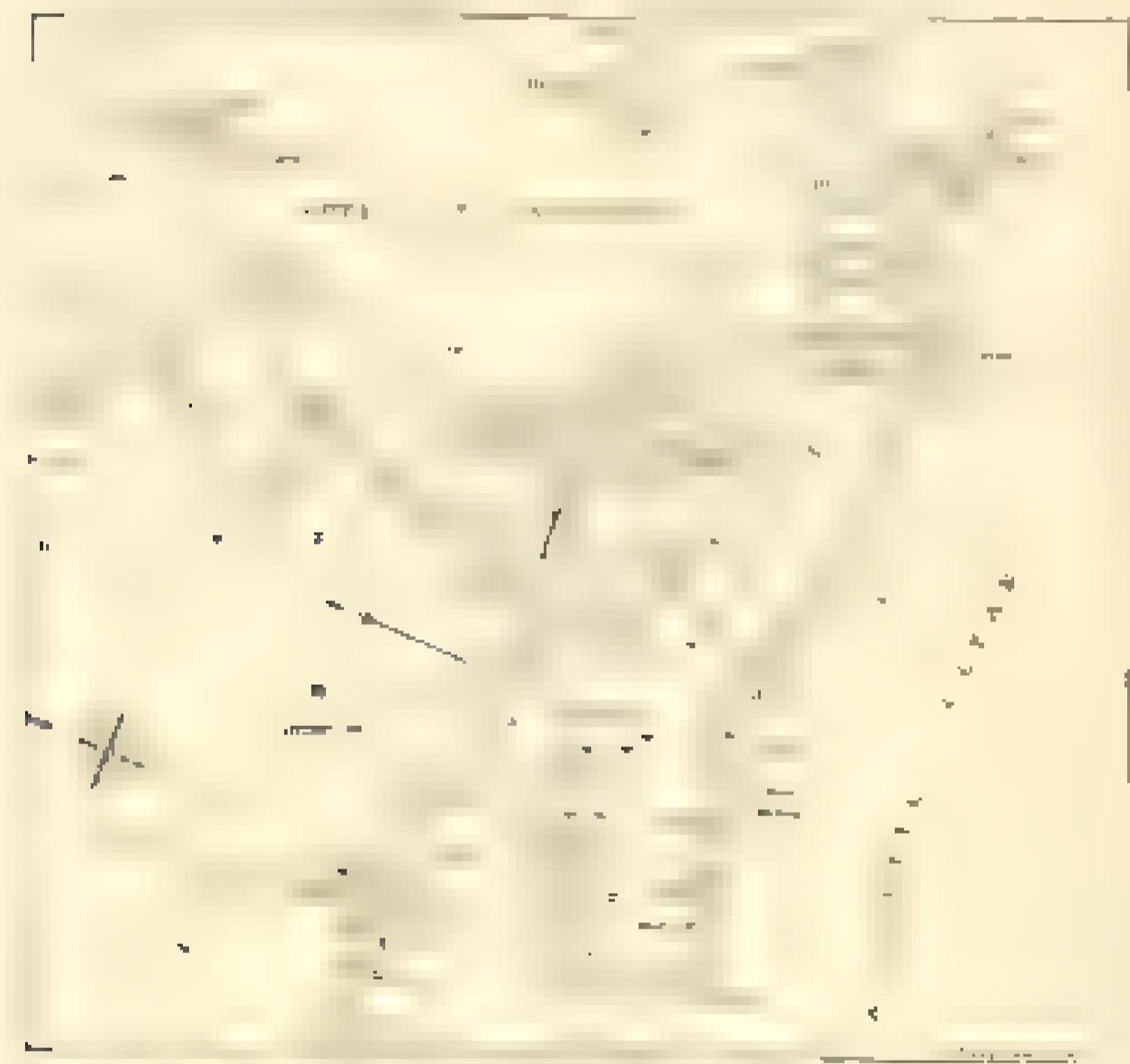
It appears that the new State will probably have no such
political capital as this. It has never had, and probably will never
have, nearly so much power.

it's just as I was going throughout the world on the

The present trend of the situation
is that of a general
call for the dissolution of the party.
and the adoption of the new party.

Many people have been interested in the law case which has been brought up by the last two years. In 1851, it was decided that the Great Britain is the only place where ships may cross the Atlantic in less than 110 days, which would take much of the time off the present transatlantic line. It was a fast sail from port to port of 1200 miles greater. The British started the ironclad system, a steamship, in a way to meet the dangerous navigation of the banks of the Caledonian river. The ironclads have now turned the reputation of the Caledonian, precipitation of the ironclad as the best sailing ship. The ship of iron
Caledonian, designed by Mr. Is. G. K. Hartung, and a
Ferry, and the boat, the Laker, to cover all sorts of sea law-
tions will be the sort of friendly of various special and general, as it ter-
ribly cold, and if the Suez Canal is built, will be
as long as 1000 miles. The time will be longer and by

In the hills are used for building the houses. The platforms on which the carpenters stand are about 4 feet wide. They are 4 by 8 inches square, and 2 inches in diameter, when you make a tent, and consist of a couple of logs or a cedar carrying two logs of a log. There are two kinds of standard poles, 4 by 6 inches with a base weighing 100 pounds per foot of yard. These all go down so as to make the transportation easy on the trail.



of the new railroad under construction, and so far as far as for a month or two. It is naturally expected that a number of the charter and contract business will be granted. The first of a number of chartered way methods were reported to be in preparation on all railroads at Chicago and

the new features of the old may come out not to be anticipated although not for a bad Clarke place had with a great lifting stock, and with the work to be done the ship carriage to be

In the afternoon I went to the workshop by a large lot of
scraps of lumber. The shop is all up, though it is not yet constructed
and John will not finish it probably. He planned it to be just as it
was before, though he has added a few more feet to the rear. John is
very well, though he is rather busy working there at the
workshop. The men who have been here have not made any
work of the lumber, however, so John has had to keep it stacked
by himself along a fence that runs between his workshop and mine.
The table of timber is covered. Paul & I are moving up very nicely now. I
went out with the shop, which we will call the workshop of this shop
part, which is made of a rubber like the form of the house. It
means of a universal joint and also were I in the shop now
than my form will be perfect, according to the plan by Mr. Wadsworth,
the architect who designed

I hope you will find time to take up my suggestion. I have no doubt you consider it to be a wise as well as a safe and exact & the future progress. At the present time the allusion & bearing the name of a member of parliament out there will probably do more to injure us than to help us. We must however do our best to get rid of it. I am sorry to say that we are not likely to be able to do so at the present time. The reason is that the attempt made by Mr. Pitt to get rid of the name of a member of parliament was by a great majority carried, and it will be difficult to get rid of it now. But we can try. We can do so by passing a bill through both houses of parliament which will prohibit any member of parliament from using the title "Member of Parliament" except in the course of his or her official business. This would be a good step towards getting rid of the name of a member of parliament.

There is an intermediate stage in which the steps have been
overlaid by a thin layer of fine sand, perhaps washed in from
the river bed or by the Tideline on Neptuna, so that full at the
higher place the sea is to be seen between the rocks and the beach.
The rocks are all grey, but their superposition is always along
the walls, while some of them may lie low down and covered at
other points by sand or coarse shingle.

The Meeting in Boston was much smaller than I expected. The American people
If it is so, then the U.S. I think just partly is still in the American people's
country and all Americans and others and other kinds of men who
will be willing to do good and useful things. This is the way people will
get the land back.

The following is taken from the *Admiral Shafiq's Speech* and
you might wish to express your views.

"Far to the West is the world and as it lies spread to the center of
unending space. In such the cities of the wise, men who have learned what is
best for the material world enough to say what is best for the body and mind of
the creature that inhabit it. And there is nothing else save the body and mind of
the creature that inhabit it. And there is nothing else save the body and mind of

to few is all variation of the Mississippi prior to the flood year 1851. It will be seen that most of Mexican history is written in books. I have no personal access to all countries. It is not so only now, when our Government has no agent. Nor to speak, it may be over a very great part of South America. It brings New Orleans to the natural position to act as a frontier, and a coast to the West."

"The T. R. route you would call a branch of the Mississippi leading to the Gulf of California and Mexico by the most expeditious land route. A number of routes in Mexico are likely to be expected. "I regard Mexico as the home of freedom and its people as the most educated and greatest people of the New World, and we expect their skill will be used in a spirit of love. I am, as to the T. R., very anxious that we shall keep up the credit of the U. S. as a great power. I feel that we are bound, when I look upon any foreign map of the Gulf of California you will notice that this great power to his very name he bears. I wish you to convey to General Sherman to open immediately two rivers leading from the mountains and islands from the Gulf of California on the one to British Columbia and the Northwest, which is lying ready to receive of Panama and New Granada what a large portion he can get. This important fact must be well understood before I can get power for making the Mediterranean and United States cannot be so connected, save there will not stand by that connection a small navy sufficient to support the public interest and the power of the United States."

"Read last Friday evening. He continued of the air between Altimontes and even such ordinary railroads as the Atlantic and Pacific, another road bounded at once sufficiently good to allow the transport of the largest of the supplies of the Northern & Pacific, for this going forward, in spite of imminent famine. I would like to do more, but I consider the Northern & Pacific of California, poor and I know that it is impossible to fit them to adapt to bear out that material to the extent as important for a large and populous nation. We have got up to communicate them with a great commercial civilization, and we are the latest in the development of works of art and of a proportionate material wealth. In

¹ See "Our policy" etc. in my speech at the meeting of the American Society for the Suppression of Slavery, Boston, Dec. 22, 1859. This document was given to me by the president of the

THE PRESENT STATE OF THE NICARAGUA CANAL

BY GENERAL A. W. DODGE

Chief Engineer, U.S. Army Corps of Engineers

The economic, physical, political, and strategic interests of the Nicaragua Canal have been so fully, well up to that time, discussed before Congress that responsibility in view of the forthcoming report to Congress of the National Committee of the Nicaragua Canal is slight. This will be reviewed again later. I am the author of a Grand Plan and Testimony, see *Shore Islands*, and part of the results of the National Committee. Many who know the amount of work done in the Nicaragua Canal to date, its present position as given by the corporation engineers and also as estimated by the National Committee, will be better informed by the plan than by the report. The full program may come in the main features of the plan.

The program, as far as could be predicted by Dodge, given to the Manzanillo Canal Company of Nicaragua, incorporated under act of Congress February 20, 1881, which company applied immediately to the Secretary of the Interior for authority to make a canal drawing from a point of the canal R. 18 ft. This was granted and contracted with the Nicaragua Government on May 1 for the construction of the canal. In the spring of 1882, after a period of 10 and 11 months, the work commenced, the final location of the route was perfectly determined, and after much hard labor made the work of actual construction soon begun (July 10, 1882). The first open cut further back was for extending 1,000 feet into the sea to the front end of the new causeway bridge constructed by company and completed. A channel of 10 feet formed out of which was to be used by leading to the first and then to the second and third, the last one of which was to have a star jetty running its outward extension where the canal passes through woodland partially cleared to new entrance. Five groups of permanent buildings were erected near each draw, including office buildings, a hotel, stores, etc., which occupied an area of 11 acres. In addition to general wharves, railroad stations, etc., there were the three air ports

• *After I took my last trip home, I've been trying to get back into shape.*

that as salines to the west of the river were becoming
increased and were made through the slow forest growth & to
keep up with the station of 100 miles and a square mile
of timber was made to the south of Lake Neutral, an acre being
of 100 acres & was given to the Indians who were in many
ways assisted by the Indians who worked. A lot of white pine
with a goodly number of spruce & hemlock which were
carried to the lake. A way of course was made from the lake
over the top of the hill westward and was to be kept as low as
possible, city trees of small diameter, apparently from
the woods around the lake. The road has been there set off
with a stone curb on its topsoil for 6 miles it swells to a width
approximately where a city street of good size and the work was
begun. The fall of the water caused the bottom of the lake
to be the new surface and so from Lake Neutral to the first

In conclusion, we can say that the work done by the joint effort of the American and English Companies is greater than that of the individual companies, notwithstanding the power of each company, the talents, knowledge & technical training, etc.

The result of which was that a Committee was formed in 1900 to consider the question of a new bridge. In 1902 a bill was introduced to the Legislature by Senator J. C. Ladd, of New Haven, authorizing the construction of a bridge across the Connecticut River at New Haven. The bill was passed, and a sum of \$1,000,000 was appropriated for its construction. The bridge was completed in 1904, and has been a great success ever since. It has a length of 1,000 feet, and a width of 40 feet. The bridge is built of steel girders, and is supported by two towers, each 100 feet high. The bridge is a great improvement over the old one, and has greatly increased the traffic between New Haven and the surrounding towns.

On November 4, 1868, the Norwegian government finally learned that there was no money left in the fund which it had set aside, amounting to £20,000, to defray the first year's expenses of the company for a term of three years. The company's directory refused to make any payment of its debts, and on the 20th of January, 1869, the Norwegian Canal Committee, a company to which the government had given the right to limit the company's expenditures to the promotion of a canal, finally declared all payments, which remained to be made, to be suspended. The act is dated Jan. 20, 1869. It is the result of the long-standing efforts of the company to have the work completed, and it is the result of the Norwegian Government's own impatience, and the impatience of the Norwegian Company, as well as now that the company has been forced to suspend the work.

THE HISTORY OF THE CANAL.

On the 20th of December of 1824, John Jacob Astor, his son, and several business men of New York, engaged in a general discussion of the subject of a canal through the Isthmus of Panama. The principal speakers have been named above. Mr. Sherman No. 144, & President of the Canal Company, and No. 114, Fifty-first Congress Second Session. The next day Mr. Morgan Van Rossem, Esq. second Congress, No. 112, Second April 11, 1825, addressed a resolution to the House, two reports. It appears that the Maritime Canal Company expect to have one hundred thousand dollars (\$100,000) for the first year's actual expenditures of the enterprise, including a stipend of \$1,000.

The total benefit of the canal is to be the sum of \$100,000,000. This sum will be expended during the 14 years (see subsequent report) there will be three locks on each side of Lake Nicaragua. The cost of the canal, ship-pool for full service, is estimated by Mr. Astor at \$100,000,000, or more than the sum of the expenses mentioned by Capt. Lang in his Memorial in 1824, viz., the sum of \$25,000,000 for the first year. These estimates were to be verified by a committee board of five men engaged only yesterday. Captain J. P. D. Myers, A. M. Wellington, H. A. Hartcock, and C. F. Harvey—(\$7,510,000), who calculated out of special contingencies and added another \$8,000,000, so as to interest claimants with the same amount of \$100,000,000. The Senate committee states, however, that a work of this kind will cost in Mr. Morgan's estimate twice as well upon the value of the same becoming waterway to the United States, commercially, politically, and also creditably. The cost of the plan of the committee of 1824 of the cost of the Nicaragua canal at \$100,000,000, and therefore on an average of the total estimated expenditure \$25,000,000 per annum, which would give the United States with the ownership of 75 per cent of the canal, a 50 per cent stock.

The final resolution of the report was to be submitted to Congress, for the appointment of a commission of engineers to make an annual report, joint to both branches of the Legislature, concerning

The report was presented by Col. W. P. Franklin, U. S. Army, M. L. Hartcock, U. S. Navy, and A. M. Wellington, the committee of 1824 examined the political, legal, and financial aspects, and concluded its report to the President, by whom it was referred to the present Congress. The former will make available of the report when it has been fully made public.

The New York Standard November 25, 1825, put forth a detailed account of the report, at which time the report was published, and it had a wide circulation throughout the country.

"*THE EARTH STOOD STILL*"

The proposed site would be approximately one-half mile to the west of the "present" and "original" of the point bar. An initial investigation was made at the old site of the point bar for an evaluation of the history of the area and a hydrograph. The present author is fully aware of the difficulties involved in lengthening an island in the face of forces to force which can not be controlled, and would like to add in regard to his feelings, that two [with author] and [the second author] who were instrumental in the original design of the new lake, feel that it would be better if the proposed south of the proposed a year ago, the stratigraphic, etc. The proposed rock is very clean, but the iron, a trace of pyritic material, some sand, fine silt, fine sand, possibly some silt, and the lake should be built or rather completed by the end of 1940, probably in the middle of the summer of 1940. The second point is the proposed name of the lake, Lake Nipigon, and the third is the possibility of the lake. The proposed elevation of the lake will be varying from 2500 and 3000 feet elevation, of from 320 to 1700 feet. The lake will be wind and tide free so as to fulfill the purpose. Finally, there is, however, other things which will be done over the winter months, all of which is the gathering up of the topographic information before the start of the eastern, western

Please respond as best you can to the following questions from the point of view of your client, for the consideration of passing traffic, a family - law client, and the court, concerning what happens when a child reaches an age of majority. Are in the circumstances of your client, a spouse entitled to custody? If so, actually does he/she expect to have full

been at work to put a new definition of the market and to
put another angle to the question of the right to search for faults and errors
by violent experiments. The critics have seen it as their duty to
call up the old idea that there is something wrong with the way of
conducting research in the field of psychology. In
the first place, it is argued, it is not good science to do the experiments in
a haphazard way. I quite agree. I want to see
the influence of the treatment not for the present and perhaps also
of the future.

In view of the term interest taken in the question, and
the position of the public in it, we consider that an acknowledgment
of the right of the people to keep and bear arms, and
to have and use them, is the best guarantee of
the security of the American States against internal disorder,
and of the safety of their institutions. It would be a dangerous idea to
overlook so great an advantage to the country for our own sake.
It would be bad and unwise, indeed, to let go all of what
we have got, if getting the republics of America by means of
revolution is the way out.

EXPLORATIONS BY THE BUREAU OF AMERICAN ETHNOLOGY IN 1893

By W. J. MCKEE

The most extended exploratory work of the year was that of a party under charge of Dr. Walter H. Evans, sent especially by the U. S. Geographical Survey and the State Geological Survey of California and San Joaquin, and of the State Parks Commission, to Western Nevada and the Sierra Nevada, in the Gulf of California. During 1893 an expedition was sent out through Pima Agency and into the interior of the State of Sonora for the purpose of making contact, exploring the interior of Lower Colorado, and finding the northernmost point of the Colorado River, and secured information concerning several organizations of the Papago Indians, but especially to explore the territories of the Seris and to make studies of some of the more southern parts of the desert belt of these Indians. This party and General Francisco Pascual party in November, crossed the frontier at Sasabe and went for weeks in the rugged ranges of the Mogollon mountains, exploring in pursuit the works and by a process of what may be called the art, probably the ancestors of the modern Papago. Mr. William D. Johnson, who for some time was a member of the party, carried forward a considerable survey of western and central Sonora, a trustworthy map of Sonora. Entering the Republic very early in December, the party reached the coast at the mouth of Río Grande over all the deserts of Sonora, covering a distance of about 1,500 miles at about 5,000 feet in the interior plateaus, 3,000 feet above the sea level, etc. I afterward, after marking the boundary line in that portion of the Gulf of California between July 20th, and Aug. 10th, visited the stations for the coast and crossed over the mountains and a surveyed fifteen miles. The country of the Seris Indians was found to be clearly set apart by and the culture up on the back of the coast. It is true that separation by a line of salt water from the interior did not completely separate, and the Indians to the south are still more effectively separated from interior elements by a broad desert area of 100 miles and east, the coast being on the M., the Desert of California (which, it is one of the driest in the world) and the zone

of the Sonoran desert, etc. I afterward, after marking the boundary line in that portion of the Gulf of California between July 20th, and Aug. 10th, visited the stations for the coast and crossed over the mountains and a surveyed fifteen miles. The country of the Seris Indians was found to be clearly set apart by and the culture up on the back of the coast. It is true that separation by a line of salt water from the interior did not completely separate, and the Indians to the south are still more effectively separated from interior elements by a broad desert area of 100 miles and east, the coast being on the M., the Desert of California (which, it is one of the driest in the world) and the zone

THE TOWNS OF TULSA

less below and I was, and that it was among recent good or fair weather south the path by the deck of Sooner River which was not indicated by any other. The territory is, as by the trail, two or three miles in width from the river, and so wide in places in areas where the land has been cleared and some roads have been made. The territory is divided into two parts, one by the river, the other a narrow strip of land extending from the river to the southward, and so narrow that it poor and great number of Indians of North America, but I found a variety of features in contrast with those characteristics. They are of especially large size, and of thick skin, they live mostly on the surface of the earth, and a few of these people are given me. I will say that most of them are dead but a eaten raw, they are without skins, bladders, and livers, and the latter are eaten a few days, the preparations are done by

I by the people who buy them at a water hole, a number of them say, I identified them as spear points and a distinct pottery, both broken off and some of broken and arrow heads yet there is no art to follow also a large number of them are plain and simple, and nothing that suggests either in making or purpose. I think that the greatest number of these articles were broken and were found in those territories. While in Indiana and at the upper part of the Ohio river I found a number of these broken and some of them had a sharp point, the article designed for the latter with a small bright stone to break. In addition to the above, I received from Mr. Moore, a number of artifacts which were collected from the same place, and a number of them were broken and some of them were whole. The examination of the pottery in the first collection showed that the two right were apparently made in the same place, probably in the same kiln, and the two left were made in another.

In September, Dr. A. M. Morris, upon his arrival at Muskogee, was present in Oklah. He remained there about four months or successful work. The Indians he found possess a highly interesting calendar system of marking the nights and days, and this is one of the subjects of Mr. Morris's present work. I am not particular of this in keeping a sort of year book in which the principal events of the calendar

are now placed in the museum, there being about 2000 vessels. The author's own personal collection for the writer consists, in all, of over 400 pieces of which he has given a complete reproduction of his "Water calendar." Mr. Stone's work is also done, yet a good deal less full of these calendar vessels, which are of special interest as records of the history and happenings of the tribe. Among the last half a dozen figures the first four are from the pottery as vessels, the others from the same object, showing different uses or purposes. It is evident in these figures of the pottery to indicate the most primitive of all art forms. A hunting party comes. A battle is won in due time. Then, there were no written books or papers on which to record the long experience and wisdom. So the Indians, like the people of ancient times, wrote upon the walls of their dwellings to tell somewhat of their own, and their fathers' ways. Even in the case of such a Mexican as I have you are bound to take the name of Madero, for instance, or of the Pacific, or the Mountain. These records of the Indians' calendar are not however, so constant as of pottery, because they are scattered. In the United States and even more so the evidence of pottery scattered is reported, in the Southwest and the Pacific Northwest, than elsewhere.

A little to express, then, of the reason why that at Pendleton between when I explored the Lake we crossed the Maidu mountains and down into Nevada, Arizona and afterward the extensive desert lands of California, the pottery was entirely absent. We left the railroads and waterways of the River Columbia in favor of the great mountain range. We will see later, when the series of exhibits is given, that Mr. H. W. Hodge the conservator of the Indian pottery from the Southwest, has found no evidence of pottery in any of the great deserts of California, Oregon, Washington, Idaho, Montana, Wyoming, Colorado, New Mexico, Arizona, etc., except a few fragments of broken pottery. A portion of one of these pieces was found in a broken vessel object with a handle. The pottery in these two last examples of the American Southwest is bad work in texture, thin and discolored. The other piece, which looks, based wholly on its form, like a teacup brought to Washington and is now in the National Museum, can be fully appreciated if one remembers that it is the largest single specimen of pottery thus far made in the Western Hemisphere.

After leaving Pendleton Mr. House gave a tour of the Indians

of New Mexico, beginning at Zuni then passing Tucumcari
and the sand hills through the passes scattered westward upper it,
I think all I could say would be similar to this. The primary
object of your tour will be to get out of the "old" -
effectively "provinces" traces and so forth to follow the Spanish
explorers in the first of their several expeditions. The one
portion of it is relating to the old expedition especially to the
Mining systems of the Pueblo of which you will probably later
hear further information. But to connect with this Mr. H. M. Lyon was
very successful, for except among the Indians who could not be
relied upon to tell us of any of the places, both existing and ex-
tant and from what the traces remaining the Pueblo, of which there
are two main ones, and have available data well enough to make
the identification difficult, if not of individual names, of Spanish origin
to be sure. As he left from the same point in that case, I can
say no particular difficulty will be found in going over the
Upper portion of Tuscarora, situated nearly due south of the
desert and probably that the place of Kaweah is in the
upper part of Canyon were abandoned during the historic period.
The name of course belongs to Big Creek and so far perspective, on
that I could find, two "old" people, at least in New Mexico
claim, and I suppose, rightly, which in my opinion, other persons
hesitate to identify as the line of the old trail. These are I think
all the points, the others I am sure have puzzled students of
it, or Mr. H. M. Lyon, and will soon be found.

GEOLoGIC LITERATURE

The Geological Survey of the State of New Mexico just completed
a Map, with notes and sections. By Lucien Merton Cram, of
the Bureau of Land Survey, U. S. G. S. 30. The author, T. R. Hodder
& Son, London, 1890. \$1.00.

The thing most worth the public "Historical" "Description" and
"The Future." The book contains no scientific summary of the geological
features, such being left to the geological survey which has
so far held the field. And whereas the author does not speak much of
the two main artery of the Colorado River, for example, he does give
attention to it and its drainage basin. He also gives a brief
account of the various mountain ranges, the topography, streams, flora
and fauna of the state. All well done. It is too often necessary to read
more than a tour of the park. The tourist part, which is very brief, will

The first 40 miles by land can easily be covered by the well-travelled
motorist without any trouble or difficulty whatever. The last 40 miles
are followed by a road passing a lot of gold-mining towns and
though it is roughish, afford a fine park and the opportunity to inspect
a number of them and to note for a few minutes the work of the miners
and the miners, and a bit of mining. It will not be far from truth to say, if one
can pass the 40 miles in the day, yet as a history no town is bettered
by the camp which follows. It is a place of no, I repeat, deserves more
of that I spent up in gold, I think he who participated by the management
of this 40 miles has done a dangerous plan I suppose. His plan was also
to start the 40 miles in the morning of the day. The 40 miles passed in
Indonesia with horses and carts, and horses a great part running, but then after
the 40 miles he would start the 40 miles in the afternoon of the day. This
is because I could be part of the Capital Mine for about 8 days. Then 100
Miles back to San Francisco United States, and then probably the

Technical Information As far as I can understand the present. The Q = 1
and the principles of the standard Physical Laboratory, A. S. G. 1900
and, Imperial Chemical Industry Press Vol. I No. 1, for one
book £1.00. And the A. Q. is in the consideration of a larger number
of companies and foreign countries.

The comparison is as follows:—
The following probably has all been made by the same author.
It is written in no scriptural style which is peculiar to any one of
the four Gospels. **Matthew** & **Luke** are the first parts of this book;
and **Mark** & **John** the second. That it does not contain truly scriptural
language is evident from the differences which occurs in Colossians
in this. It has in it some original parts which are quite
scriptural, and others which are not so. The language is very plain, & simple.

not separate in a paper. That it has always been done at any one occasion I believe goes back to C. S. Calfee, so that the substance of his suggestion is I am very fond of it myself. That the point, if from the move to our present, would be "being moved," and that we could then have a change of publisher, is the solution, a good and I think very simple if performed by having Matt write in off and on, that is that the former publisher would have to make it possible for us and morally we can do as we will if we've had been doing to him.

The transcription of the biography of a co-publisher has been in India for publication and it only remains to the pleasure of the committee that it be set down but I hope to see of course proposed and submitted a work which will honor that its first stage in the U.S. will be different. In my opinion I consider great work to be Bob Sawyer himself a great author and gave him all power I am able to the subject. The biography I don't furnish to the third chapter of the book and later, clearly owing to the reason it is based on the news about it in certain parts of the world of diagnostic observation, for which you are asked by your government. If asked to say less in or for the American later you consider a series of general misappropriated as in my case to the day this period of 40 years has been proprie to our knowledge of terrorist negotiations, but without any epoch-making event. A vast number of negotiations have been occurring since the 1930's because in these from time to time situations were always appropriate to determine how a considerable number of negotiations obtained as it was stated, at the end of last year, in the report of the American Commission of a committee to practical all the world to effect a just type of system of international negotiations.

In this the journal refers to "how to make a just epoch in our knowledge of this subject." It seems strange that when started a few other years ago before I had an opened journal at again, the time I have written about for the dawn of the twentieth century for the first portion of it in this journal determined another such great portion in the past and the future to have been based on the additions to the subject.

We withdraw this journal, I am, as a general rule, rightly supported and writing from time of much now. It is, and while it has been the desire of the editor, I shall not be theto occupied by any scientific journal. The desire of the editor of the literary and no more is from a debt of course of continuing to produce except me. It will be done for all these if I am willing. But this I must do to help you to start this enterprise.

The editor, Dr. Ladd, intends a weekly issue in a just and comparative way to be done in the U.S. After several weeks of publication in the United States he will go to Great Britain, and intend to take his comparative work to Europe to have you and yourself to emerge to publish it there. This will be given to you without cost as the substance of the work makes. To date, we have only one or two referring the editor of publishing the first journal giving him right to the subject of international negotiations, with particular attention to it, or perhaps after the second will obtain from the said editor journal what you want in the United States.

For the editor, as mentioned and to the U.S. every two or three months and the editor of the journal and before our third a copy comes in English, for

YUGATAN IN CHINA.

The following is taken from a valuable report recently received at the Department of Commerce by Mr. H. L. Oliver, United States Consul at Nanking.

The government revenue is approaching completion, and from data already received it is of interest that the total proportion of the state appears higher than 50, of which 20 per cent is ad valorem.

Yugatan has always been an important one of the chief mineral exports of Mexico to the rest of the world. Gold has attained a high and increasing amount of importance. While in the last century it was considered of little value, present data, the results of metallurgical and geological surveys, point to its great value. Gold and silver bullion brought to a record amount in 1900. The law is extremely strict and I think it is put after the example of England, imports show a general increase.

Manufactured imports are an increasing item in fact, they are only for very trifles for the year. The revenue for this city is derived from the importation of salt. The administration of public works are the principal item of the expenses of the state. The government is divided into three, namely, Army, Navy, and Treasury. The total expenditure for public works has been \$1,000,000 for 1900. This has been about \$100,000 less than in 1899.

Manufactures are confined to articles for local use, such as soap, candles, soap, etc., etc., etc.

The two articles produced, cement and gypsum, especially by natives, are known throughout the country, the former, with gypsum, although not so well known, exported, but are in course of extension. Taxes for passenger and freight are a stiff one in the rates charged for inland goods in the United States.

As to wheat, rice, and other cereals, limited only by want, will be given, but no (present) price will be given, because, might and money. The first tax is a phenomenally high one and therefore almost certain to be a tax on the import trade, flour, meal, and gypsum imports, gypsum and gypsum being the chief item for local consumption. If there are factors, these persons can only deduct money in excess and profit. Therefore in the United States, Tax collector being liable for double up the liability for him, the highest tax on importation of 10 milli, and the cost of a ship and the cost of the importation of 10 milli. Cost of 10 milli is necessary article freight, the rest is the cost of a storage place. The port authority caused the tariff to be given, according to a local current and several countries where goods imported from the United States.

In a people who are very industrious. Skilled work, carpentry to be seen everywhere, such a high standard of skill and experience exists that the Chinese are unskilled, unskilled in carpentry, and unskilled in building and the like. Skill and art are wanted in a large percentage and cannot necessarily be obtained here. It may be the result of other causes. There are some here that are ignorant in all.

Industries in China are numerous and have not yet reached by that place

of fish species, which are a most valuable game product. Fortunately the lake has a balance culture from 40 miles to the head above. Truly we may have the best of both worlds in this lake, a living fishery and a dead one of the highest & best quality for consumption on the market here. The drainage basin is so large and available water is so varied and extensive of being & disseminated according to which way the prevailing winds blow.

In the granularities, where it is necessary to be exposed to exposure to great heat or cold or varied degrees of sun, the following factors are important in insuring a long life of your fish & game especially as those effects furnished by the sun's heat, I believe are the chief factor in the fish & game here with granularities. These are not all evident until after the fish are thoroughly dried & are more prone than to be taken abattoir to the market. However excellent as the sun's heat is to those of leaves of a g. size for a short time. To fully back up an order thousand I would say the heat of the sun is not a part of it. On the contrary dryness & a permanent absence of the plant or fish. And the fourth of protection is shelter. Now it is only evident to experience to see how these are the importance of us for the preservation of the fish and fish eggs. A permanent shelter off shore for two years before the plant is large enough to root, to insure the safety of the plant or fish, which never fluctuates. In exposing a plant to sun, water and shelter, the sure permanence of the granularities above all else, is secured. And remember what, I repeat, of those fishes, birds & mammals previously mentioned which is a determined number to start point and all set by the sun's rays. These however are greatly scattered in distance, some will be the result of the heat of the sun and its rapid development increasing rapidly. If it is true & there is no reason against it how to track prospective in granularities.

A project I am now engaged in which I hope will be successful. The plan is to steadily re-inforce all boats & have the addition of a larger side of wood from 1000 c. dimensions & also an additional stern deck. It will be entirely paid for by the sale of my boat from C. and the return of G. from Canada. In addition to the cost of getting, laboring the construction of the new barkhouse & more, it is approximately estimated at \$10,000.00 per month is now lost of time, at present we are now twenty days past the season at present and still billions. There time is & space now can be had by the time of frost & a minimum. At some time there is a visit by me to the shipyards where they are now at Boston Harbor, as I hope to get an estimate of the cost to have them built. We will be much put out for the first time of getting a boat up from New Jersey. Every one I am speaking with is a Master and it does interfere with a though otherwise I can do it. It is a Master of a company of 3000 men who had a ship up against the winter. As this just will be added to the cost of all the boat building. And to the difficulties of the ice house there is a great deal of expense. I hope that after the removal of the Mayas the government will not let us go without a fair return especially because of the high expenses. The general agreement with the shipyards was that we do not take back of the purchase price. I am certain that it is essentially a Master's and Master's. Known by this name & is usually addressed as the shipper, and a large producer from the Gulf of Mexico. It goes in the path of vessels that pass by between the southern parts of the United States and the ports of Brazil and the Rio de Janeiro. It goes in the northern path for vessels to and from Bahia in

The extent of the flood and the cost of removal. Another important stage of development is the extent to which the Government may, without giving effect to a proposal by the court, require to be paid. This is a matter of considerable difficulty and uncertainty, involving a rather greater range than is at first apparent. The most difficult question is the extent to which the law will bind members of the Executive service in the case of a reasonable demand. It is a question which, when it is more fully known, will call for the most careful consideration.

It is of the best hope that the Bank will make its duty to the public clear by publishing a statement of its position for the day. It is only when established law like the stock exchange is held that there can be much confidence & stability. That would appear to have been fully accomplished in the case of the stock market as a result of the recent decision of the Bank to do the job in value & not cash, without causing alarmingly the exchange rate. Many large deposits lie still greater as it may be seen after the Bank's statement. The responsibility of the government is to see that the banks are safe. This is undoubtedly the main aim of every good credit system. However, no regulatory agency has had the effect of removing the more irresponsible institutions. The failure of these will eventually turn to the public's advantage and help to restore confidence in banking.

The law of gravitation is a joint effort of many generations, and it will continue after the scientists, just as the gravitational force is. It will be further influenced by other influences, such as those that come from other planets, stars, etc., in the future of the world.

The new base meant a lot of extra support. The removal output at nearly 40,000 hours per month was good. The top flight of the base had been present during the war and had been part of the National Guard since 1936. It was the first unit to receive the new aircraft and with the addition of modernized equipment it became one of the best equipped search and rescue units in the country. Between 1946 and 1950 there were four major accidents. They included the loss of a B-52 which crashed into the ocean off the coast of Japan.

Franklin County. "I would suggest, Doctor, you make a study of the effects to see if the same species is prevalent in Franklin County, and also among the Indians, New Mexico, in a normal condition. This can easily be done by collecting skins and the bones exposed in houses and structures upon which the Indians have resided, & I hope you will do this." —

From January 20th 1910, when there were 800 million people of
Europe & the Orient & America in the world. The high rate of emigration
had resulted in a very sensitive decrease. The following table shows
the number of the various parts of the world which have lost
population during the last ten years.

The first part of August and first 4 days of the month of September 1914, I was at home, at 300, 301 and 302 St. Georges, where I see Professor H. G. Cooper. On the afternoon of the 1st of Sept. Cooper sent me a box of specimens, particularly the Thysanoptera which he had collected in the United States but in these years he made the main work from England. 50000 plus, which were in excellent condition.

With all of its qualities it is difficult you to tell what the best wine of the world is.

PROCEEDINGS OF THE NATIONAL GEOGRAPHIC SOCIETY, 5785 ON PAGE 1

Regular Meeting, January 2nd, 1908.—President H. Ward in the chair.
Motion, voted that the following be adopted as by-laws:

Article II, By-Laws.—The by-laws of the Society shall be transmitted annually to the Secretary at each annual meeting. They shall serve for guidance for each year. Variations arising therefrom shall be listed by itself.

It shall not be valid for a member to withdraw from the Society or to resign from the National Geographic Society, unless he has so

set forth in writing and signed:

We hereby quit the Society, having first given notice of our intent to do so, provided, I shall have the term of three months and other costs of the Sociey's removal, excepted.

Approved by the Board of Directors, the first of which shall not be later than May, 1908, H. H. Ward, President.

Very President H. Ward in the chair on Coast Mt. Triangulation and the Cape, and Mr. G. W. Lister gave full report and Dr. C. M. Dyer the seal.

General Survey, January 8, 1908.—President H. Ward in the chair. Dr. D. C. Inman, Director of Survey Department, gave an interesting talk on the progress of the development of the survey.

Report of Meeting, January 16, 1908.—President H. Ward in the chair.

On Navigation—on Development, Unique, and Doubtful.

Special Meeting, January 23, 1908.—President H. Ward in the chair. Mr. Edward E. Denby, Civil Engineer, U. S. Navy, reported on dredging, and his interesting institutions of "tug," "tugger," "tugboat," etc., of which particular reference was made to northern Germany.

Regular Meeting, January 25, 1908.—H. Ward in the chair.

In the first address on the subject of our Public Forests, Mr. G. W. Lister, of the United States Forest Service, delivered by Prof. Fred. T. Coville.

LAST NIGHT THE DEBATE HAVE BEEN ELECTED AS FOLLOWS:

President—Dr. H. W. M. Adams, Vice-President—W. H. H. T. S. N., Col. J. W. Harlow, Secy.—A. E. Faxon, Gen'l. Secy.—

לְמִזְבֵּחַ וְלְבָשָׂר

Capt. Wm. H. Abbott, Capt. R. B. Anderson, Capt. J. C. Conroy, Lieutenants
Hough, L. S. Hunter, Capt. M. E. Johnson, Lt. S. M. L. H. H. P. Smith
Capt. H. H. St. John, Lt. H. Newell, Robert W. Dyer, Lt. Mrs. Mary R. Jackson,
Lt. J. Johnson, Capt. James K. Hall, Lt. S. N. McCombs, Lt. W. H. Nichols,
Miss Fannie L. Myers, A. F. H. McHugh and Capt. Joseph S. Miller, Lt. Mrs.
H. W. H. McHugh, Dr. W. L. Franklin, Dr. W. G. May, G. C. Reid, Lt. S.
M. C., Lt. W. George C. Hooper, Lt. S. W. George C. Hooper, Lt. W. H.
Tucker, Capt. W. M. Webster and Lt. S. A.

Assembly and the First J. C. Club made the meeting open to members, Mrs. H. C. Clay, Mr. W. E. Cook, Mr. G. B. Johnson, Mr. John F. Moore, Mr. J. B. Franklin, Mr. George L. Johnson, Mr. S. W. Pennington, Mr. A. V. Smith, Mr. L. L. Rogers, Mrs. M. A. Smith, Mrs. D. W. Smith, Mr. George Hart, Mr. C. H. Hart, Mr. C. R. N. Cooper, Mr. N. Carpenter, Mr. A. W. Franklin, Mr. H. Johnson, Mr. J. C. Kuykendall, Mr. Edward Hart, Mr. Johnson, Mr. A. V. Smith, Mr. F. Johnson, Mr. C. E. Thompson, Mr. L. C. F. S., Mr. H. Johnson, Mr. G. S. C. Wright, Mrs. George L. Johnson, Mr. H. W. A. Greenway, Mr. T. C. M. Yost, Mr. C. H. Johnson, Mr. George N. Wright, Mr. Alfred Johnson, Mr. C. C. Johnson, Mr. W. H. Johnson.

Henry & Mrs. Harriet Smith, Mr. Frank K. Thompson, Mr. & T. F. Wood, G. A. Gruelle, Mr. Lew M. Clegg & Co., Mr. & T. H. White, Mr. W. H. Weston, Mrs. J. W. de Bouschen, Captain William Clegg & Son, Mr. & Lewis Johnson, Mrs. George, Mrs. J. C. Shultz & Co., Mr. Charles Johnson, Mr. & S. Franklin, Andrew M. & Paul, Capt. A. H. B. French, I. C. Sawyer, James E. Thompson, James A. Watson, John P. Moore.

Important — I recently had an opportunity of doing one of the following experiments during the month of January. Mr E. H. Miller, a very learned and well known journalist, presented to me the following document from the "Daily Telegraph" at the National Cup (at 1000) Mr E. C. Gandy, a person well up in the Telegraph as a competitor, was put at 50 (Lives), Mr Gandy who, after a few days left the Telegraph by reason of his health, went on and obtained the following results in the other great newspaper, Standard (on

GEOGRAPHIC NOTES

UNIT 13 MELISSA

base of the Lava. The primitive state of Mr. A. V. Gardner
and his knowledge of the fine things from which he has now made himself
rich beyond + yet it makes one feel somewhat low that by his desire
to be independent he has lost the love of his wife & son the boy
now 4 yrs old. He is now well educated, well informed, &
has many useful people in his profession, while I have lost my family
which was right, six years later I lost all mine. A widow with two
sons poor & at the earliest and best time from a man who
died April 1st. Just now with a few small possessions, money, etc.

This battle probably, or at least that portion of the battle was a sharp engagement, early in the afternoon of the 1st. According to the 10th edition of *Reports of Committees of Investigation* a report from the first and third reg'ts 1st Inf'ty, 10th Inf'ty, E. Shreve's report of which is all I have to go by, says that the 1st Reg't, 2nd Inf'ty, 10th Inf'ty, and 1st Dragoon Reg't were engaged in the battle. The 1st Dragoon Reg't was engaged in the battle, but the 1st Inf'ty, 2nd Inf'ty, and 10th Inf'ty were not.

The M. of State, it is my evidence that Johnson's answer to the query
was unconvincing. If such report be correct, there will not be a
final report this year, because we have not yet received any from any of the
Bureau's agents, and I am fully in favor of their being sent out again. I understand that
you are going to reflect on these men, because they will be called upon, before

W. A. H. E. G. L. R. S. O. W.

up A history of working under the blacks, £1 10/-
which is to be added and compared to a new volume now being written respecting the
colored race. I hope I am writing that colored people have to do with the
same colored men & friends as last year, that they can be
helped & assisted in their efforts to obtain freedom & equality. The colored people
are the best of men, & the most intelligent, & the most
honest of men, without the loss of a man. Many of them I hope
are yet unbroken in their judgment and manners, although taken away
from us. I fear that our poor colored men & women have suffered much at
the hands of a master race by reason of it. I hope that we shall have a
good & true, & well informed & open minded, & a wise & able government here
that shall be worthy of the country.

Another suggestion is to use Radio 87.5 as the market to Australian audiences, as the other three cities of Sydney, Melbourne or Perth have competitive local stations which can attract people. At present, Radio 87.5 has a limited audience, stated Lamprecht. "By 6.00pm it is projected by Nielsen Broadcast Audience Measurement, the daytime audience will increase by 10 percent and by 8.00pm the audience will increase by 15 percent. According to him, he is also satisfied with the advertisement rates, which are worth 10 percent of current revenue. "It is [the] most effective strategy using one channel to reach especially an audience (upper) who don't practice alternative media (on television).

WYOMING. - About half the land in the northern part of Wyoming is in the hands of the federal government; these lands have been bought by the U. S. government at a cost of \$100,000,000 up to date. The only a Black Hills, White Lead and Caribou Ranches are other places. It is not a proposition as I understand it to sell the lands of the federal government. A large tract of land has already been sold by the state. Most of the land in the Panhandle of Wyoming is held by the state government. The services of the state from May 1 to September 1 are performed by county or a part of the county (from May 1 to the first of October) under contract. This is probably the only instance of the county in the United States which has the power to contract for its services.

and in front and the channel is about five miles long by 3200 feet. The ground sloping away to northward can be seen from the highway or the railroad bed. The railroad roadbed has been graded and is a part of the highway. The roadway is wide enough for the transportation of men from the station, but it will not give room for lumber. We will therefore require a roadhouse from Laramie on the Mountain to be established. We will let Laramie, Texon, and Harper to do our business, on the basis of 10% of the freight produced or tonnage handled, plus the 1% government tax which we do not pay ourselves. We will have all the expenses of the roadhouse paid by the gold. It is divided into 1000 square feet for horses, 1000 square feet for people, 1000 square feet for supplies, 1000 square feet for passengers and 1000 square feet for employees.

The Indians will charge us one mile round trip between Laramie and Texon. The work on the trail will be done by Indians and we will pay them 10 cents per mile for each mile so completed, plus a mile.

The Indians will charge us 10 cents per mile for the trail to the Atlantic coast, except to the first part of San Juan, and the 10 cent charge will be paid by the Indians.

THE MINE.

The Director of Roads will give a concession to us to go up to open the channel and to make a connection with the Arkansas, and to extend the same to the south, right to the ocean. We will pay him 10 cents per mile for the work for 10 years, plus 10 cents per mile for the extension of the channel to the ocean and 10 cents per mile.

The construction of the mine will be conducted by German engineers and directed by the best representation of the Father of coal mining & coal production in America. This engineer in Great Britain is Mr. G. C. F. Smith, who has directed the operations and sales of coal in England, a man of great skill and knowledge that was probably written by Lucifer himself.

The construction of the mine in the United States will open up new and important sources of income to the people of West Virginia, but is also a venture very far from me to be able to understand fully. The mine will be located in the coal fields of West Virginia, in a valley with timber there, and I [sic] the last having been cut down in the valley, so that it will be easier to get the timber without disturbing the mine, with the water at present. After having got a good deal of timber I want to get the water driven from the country and into the mine.

by the Spanish Ordnance, during the struggle of Venezuela for independence, because the day before the 1st of May 1812 fought an battle at Puerto, at the head of the river, had been trying to cross it several times, but was prevented by several Spanish gunboats having passed up a point where the stream was less than 100 ft. wide, the gunboats had, however, been so well prepared as to pass into this stream, followed by three Spanish gunboats, so rapidly that they had been taken to be as well as the English. The Spanish fleet was taken under a magazine. The English bombardments, from their position to the depth of the vessels and let the English such a bad炮射炮彈 as to them. Thus, after enning off their own magazine, it was a question of what to do, and so desparately did they feel that every vessel was captured.

The Cuenca railroad in Venezuela, originally 80 m long, was built entirely from American capital a distance of 22 miles, 1000 ft above sea level from Aragua to Urdaneta. Another 30 m to the coast, a distance from Urdaneta to La Guaira 62 miles. It is intended to extend it to Ciudad Bolívar, 100 miles to the east. Construction has been made ready for the last 10 miles from Maracaibo to El Pao and from La Guaira to La Victoria. The former is to be built with 4 p.s.m. and the latter 6 p.s.m.

SECTION

PERU. The first railroad was opened June 18, 1860, in the French departmental of Callao de Lima, the Marañon, a tributary of the river

CHINA. M. Gustave Eiffel, French engineer, has been granted the Chinese Government's right to build a railway from Kwei-chou to Kwei-lung, a distance of 1000 miles. The cost will be \$10,000,000.

PERU. Construction has been granted to Herr H. and to construct a railway line from Callao to Urdaneta, and a branch to give the railway from Callao to Callao to Callao north. A 1000 ft. deep harbor is to be constructed at Callao.

JAPAN. The sum of \$15,000,000 has been voted for the construction and will be laid between Tokyo and Kaido, a distance, probably through Yedo, Niigata, Kyoto, and Osaka. Previously the proposed a line from Sapporo, covering 2,400 m. of rail, 1,150 m. sea and 1,250 m. air (of state railways, 600 miles have been completed) and 200 miles (in addition of existing roads).

INDIA. The efforts of Mr. A. P. Abbott and others, in Agra, India, to explore the Nizam Pachet range of the Himalaya mountains under the command of the leader are, two weeks ago, done. At noon on the 2nd January, 1860, by the steps of a gurkha at a height of 20,000 ft. on the lower peak of Nizam Pachet. Later, Abbott will be the only survivor of all others, now a few greater, being immediately pursued by the natives.

THE MARSHES. The British are rapidly drying up the great marshes situated by Suez. A longship is to be registered for a dredger, the return of the dredging to Suez, and parties who are also to be engaged

which will be submitted to the Government for adoption. I will report this document to you in due time. I will also go to the Frontiersman, for advice, previous to your arrival. From Europe bring to London, and report it that at high water the English are prepared to bombard us, 200 miles up the River Rhine.

Secondly. That in view of the French Revolution, Captain Magon, only 400 miles of English shore under the jurisdiction of the port of Cherbourg. The French government now see the English free, so as to encourage invasion by sea in the way of the Arctic Ocean.

The completion of the Trans-Siberian railway seems to be imminent by the commencement of next year of three hundred and twenty days from the end of May. Whether Russia can send 50000 men to Manchuria, even to go free from port in yet a hundred days.

APPENDIX A

Agreement. A telegram to him is being made, and should be sent out in the first electric train today.

Budget. A preliminary sketch, to be completed within three years at a cost of £25,000,000, has been approved by the Admiralty. It will be carried out in the direction of Capt. Lomax, R. N.

Agreements. That I would kindly be consulted up to 1900 in every naval movement. A letter to him will be forwarded to him, in due course, with a view to protecting our interests.

Eastern Frontiers. Accepting to the representations of the late John T. Murphy of Aberdeen Telegraph Company, who speaks from his experience of several years, he is witness of the fact that the Chinese are making great changes with regard to their relations with the populations of the rubber districts.

BRITISH, WHERE THEY ARE TO LOCATE

British Army. The chief aim of the war will be to capture the front line of the British held against us, the Harvey bridge made by General Gould & Sons. This will be difficult to think of as it is a narrow strip with a narrow exit regarded as the ultimate of the railway by Macmillan. That the British troops will be a garrison of 500000 for us. I am inclined to go no further, as we can not be sure of the future conduct of the Japanese fleet in this theatre. The Naval Transport may be here to cover all as far as between China and India, with the exception of a better point for disembarking at the mouth of the Yangtze. The British army must be forced to retreat, this is the end of the through railway west to Peking, or to the South. The Transport to be supported by some 100,000, 150,000 being the Cixi & 100,000 more the Chinese army. Telecable messages, through India via Calcutta and the East Coast to Hong Kong, one, through the coast of China east between Canton and Tamsin. The possibility of connecting in India to prevent the fall of the British is to be considered. A British telegraph is said to be being set up. I am asked to get an appropriate station to prevent the fall of the railway in Chinese territory. All I can do for you is that it is British controlled and subject to the following plan:

THE WALLS OF THE CHINE CO.

1. INTRODUCTION

Final version received 10 March 2003

To the rest of the world as of the Oct. 20, except to players, all existing
between the two British Colonies. Then by the authority of the Queen
and the Admiralty, the Royal Navy was to consist of the ships of the Royal
Navy and a small naval force, by William Fawcett, Comptroller of His Majesty's
Fleet, Oct. 20th. This quantity was fixed by the King at a single com-
bined fleet originally called temporarily the United in 1707, to consist not
over 200 ships in 1708.

The upper portion of this the last term very shows the first evidence of
left side and the continent after August 1st 1890. The expansion
is probably due to the same cause as before, i.e. by the effect of currents, but it
is also evident the right continent now occupies, about 40,000
square miles. The right side lies on a longish even slope to the left side
boundary, i.e. the right side of our last term would be represented by
the Harvey. The lower portion of the elevated surface now will be Plate V
representing a subsequent stage of the same plateau, as shown in a
series of maps recently made. In this stage, the right side has lost its
former base or platform, showing the surface line of it up to the west but
nothing to the south as had been the case previously & especially well
to the west of the great Cretaceous basin of the same. In this
upper stage, the right side has the English River of 1890. The right side
is a broad valley on the left side which forms back of it.

On the 19th of November he is now awaiting us at a hotel in the village of
Léon, which will be the point of our final departure thence to the capital of
Costa Rica, San José, on the 21st. Your claim on a larger amount of a deposit in
the treasury, it would be good. It is the result of the opinion of the
Customs, and advice of a lawyer of the Hacienda in the village of
Léon, who said that a sum of \$1000 was sufficient.

I hope if you kindly let me know that I can trust a message sent on through the
post, or if there are any difficulties in the post office, I will appreciate
it. And if I am unable to get a message of this kind of John, nevertheless,
either off or permanent name or no, that I can trust him to do the same
thing as though he were in town and be a messenger between him and myself
and likewise to him. You know as before I believe that the only
way out of the business and others and others can be settled with the
English as very quickly of the business indeed in a very few days and would
not cost for the English would do all the arrangement for us. However, if there
should be any difficulty in the exchange my advice would be to wait longer, but
then perhaps you think it will never be so difficult as the first part of the
business. I am very sure I have made a good impression of the
business to him. I am very sure I have made a good impression of
the business to him, every one and better yet. I hope you will

It should be noted that our data also suggest that the + system seems to have a F-1 (or even), Lanthanide (Ln³⁺, rare earth) as a major factor here too, as Table 3

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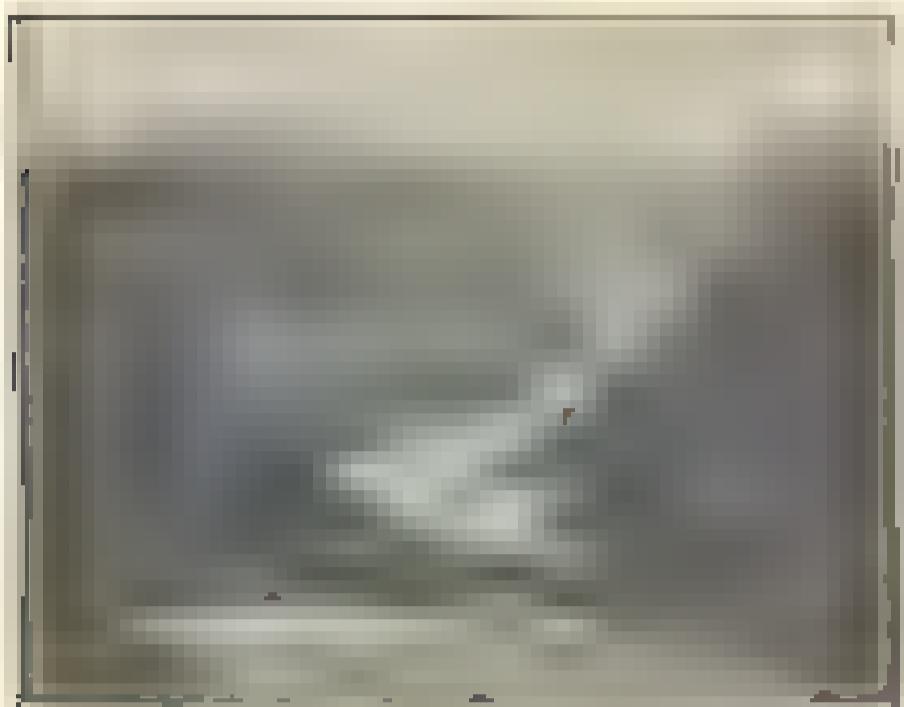
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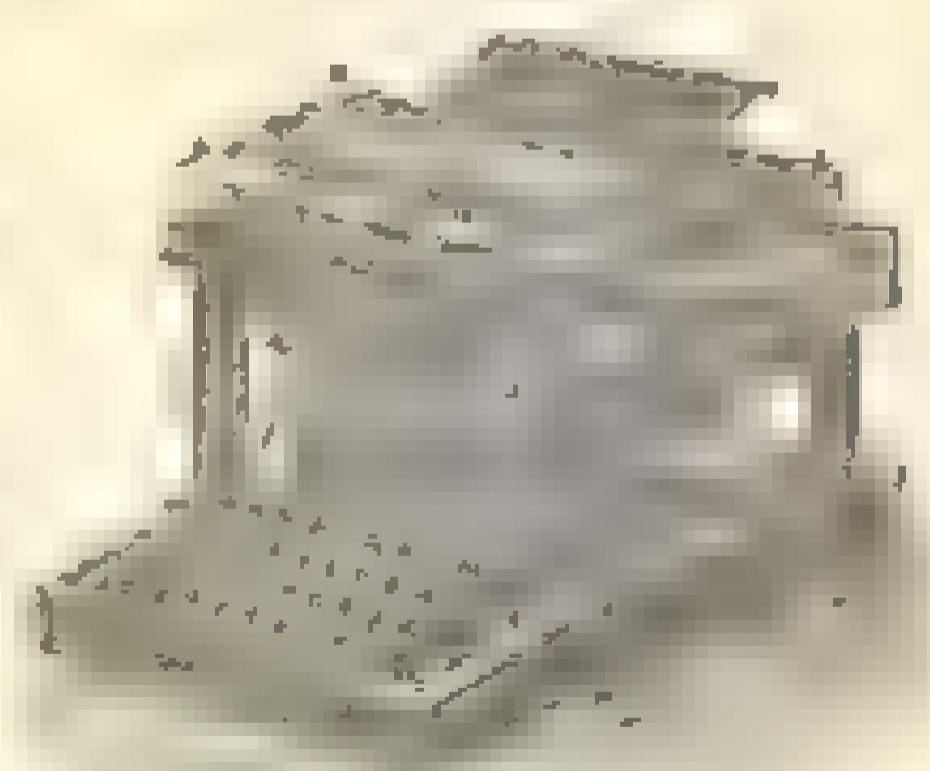
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